

## FLORIDA RAILWAY.

SCHEDULE.

ALL TRAINS ON S. A. L. RY. AND A. C. L. RY. AT LIVE OAK.

CENTRAL TIME.

READ UP.

STATIONS.

No. 2.  
Mail  
and  
Express.  
Daily.No. 1.  
Local  
Daily  
Except  
Sunday.

STATIONS.	No. 2. Mail and Express. Daily.	No. 1. Local Daily Except Sunday.
Live Oak	Ar. 10 20 a m	6 10 p m
Porter	Lv. 10 00 a m	5 42 p m
Stokely	Lv. 9 52 a m	5 18 p m
Lanier	Lv. 9 50 a m	5 15 p m
Kirkland	Lv. 9 44 a m	5 05 p m
Wilmarth	Lv. 9 36 a m	4 50 p m
Wilmarth	Ar. 9 35 a m	4 45 p m
Luraville	Ar. 9 32 a m	4 42 p m
Luraville	Lv. 9 20 a m	4 12 p m
Wilmarth	Lv. 9 12 a m	4 00 p m
Wilmarth	Ar. 9 05 a m	3 55 p m
Suwannee River	Lv. 9 02 a m	3 52 p m
Norwood	Lv. 8 50 a m	3 40 p m
Mayo	Lv. 8 42 a m	3 32 p m
Mayo	Ar. 8 35 a m	3 25 p m
Alton	Lv. 8 33 a m	3 23 p m
Alton	Ar. 8 23 a m	3 13 p m
Mayo	Lv. 8 15 a m	3 05 p m
Mayo	Ar. 8 08 a m	2 58 p m
San Pedro	Lv. 8 00 a m	2 50 p m
San Pedro	Ar. 7 52 a m	2 42 p m
Salt Road	Lv. 7 40 a m	2 30 p m
Askaud	Lv. 7 32 a m	2 22 p m
Charlton	Lv. 7 24 a m	2 14 p m
Keene	Lv. 7 16 a m	2 06 p m
Fenholway	Lv. 7 08 a m	1 58 p m
Denmark	Lv. 7 00 a m	1 50 p m
Perry	Lv. 6 52 a m	1 42 p m

(d) Telegraph or Telephone Station. (f) Flag Station. (r) Register. (s) Regular Stop. (a) Agency Station. T. P. ALSTON, Superintendent.

Live Oak, Perry & Gulf  
Railroad Company.

SCHEDULE EFFECTIVE APRIL 20, 1906.

Mail and Pass.	Passenger	Frt. and Pass.	STATIONS.	Mail and Pass.	Passenger	Frt. and Pass.
No. 1 Daily	No. 5 Sunday Only	No. 3 Daily ex. Sun		No. 2 Daily ex. Sun	No. 6 Sunday Only	No. 4 Daily ex. Sun
Ar. 10 20	Lv. 1 30	Ar. 1 30	Live Oak	Lv. 10 20	Ar. 1 30	Ar. 10 20
Lv. 1 30	Ar. 1 30	Lv. 1 30	Rocky Sink	Ar. 1 30	Lv. 1 30	Lv. 1 30
Ar. 1 30	Lv. 1 30	Ar. 1 30	Starr	Lv. 1 30	Ar. 1 30	Ar. 1 30
Lv. 1 30	Ar. 1 30	Lv. 1 30	Mercer	Ar. 1 30	Lv. 1 30	Lv. 1 30
Ar. 1 30	Lv. 1 30	Ar. 1 30	Platt	Lv. 1 30	Ar. 1 30	Ar. 1 30
Lv. 1 30	Ar. 1 30	Lv. 1 30	Lancaster	Ar. 1 30	Lv. 1 30	Lv. 1 30
Ar. 1 30	Lv. 1 30	Ar. 1 30	Dowling Park	Lv. 1 30	Ar. 1 30	Ar. 1 30
Lv. 1 30	Ar. 1 30	Lv. 1 30	Chancy	Ar. 1 30	Lv. 1 30	Lv. 1 30
Ar. 1 30	Lv. 1 30	Ar. 1 30	Bell	Lv. 1 30	Ar. 1 30	Ar. 1 30
Lv. 1 30	Ar. 1 30	Lv. 1 30	Mayo Junction	Ar. 1 30	Lv. 1 30	Lv. 1 30
Ar. 1 30	Lv. 1 30	Ar. 1 30	Day	Lv. 1 30	Ar. 1 30	Ar. 1 30
Lv. 1 30	Ar. 1 30	Lv. 1 30	Sile	Ar. 1 30	Lv. 1 30	Lv. 1 30
Ar. 1 30	Lv. 1 30	Ar. 1 30	Townsend	Lv. 1 30	Ar. 1 30	Ar. 1 30
Lv. 1 30	Ar. 1 30	Lv. 1 30	Smith	Ar. 1 30	Lv. 1 30	Lv. 1 30
Ar. 1 30	Lv. 1 30	Ar. 1 30	Fenholway	Lv. 1 30	Ar. 1 30	Ar. 1 30
Lv. 1 30	Ar. 1 30	Lv. 1 30	Perry	Ar. 1 30	Lv. 1 30	Lv. 1 30
Ar. 1 30	Lv. 1 30	Ar. 1 30	Hampton Sp's	Lv. 1 30	Ar. 1 30	Ar. 1 30

MAYO and ALTON

Frt. and Pass.	Passenger	STATIONS.	Frt. and Pass.	Passenger
No. 7 Daily ex. Sun	No. 9 Sunday Only		No. 8 Daily ex. Sun	No. 10 Sunday Only
Ar. 10 20	Lv. 1 30	Dowling Park	Lv. 10 20	Ar. 1 30
Lv. 1 30	Ar. 1 30	Mayo Junction	Ar. 1 30	Lv. 1 30
Ar. 1 30	Lv. 1 30	Clark	Lv. 1 30	Ar. 1 30
Lv. 1 30	Ar. 1 30	Peterson	Ar. 1 30	Lv. 1 30
Ar. 1 30	Lv. 1 30	Mayo	Lv. 1 30	Ar. 1 30
Lv. 1 30	Ar. 1 30	Alton	Ar. 1 30	Lv. 1 30

Regular stop. Connection made at Dowling Park for all trains to and from Live Oak, and Perry. For information as to connections with other lines, phone or call on General Passenger Agent Thomas Dowling, President.

R. P. HOPKINS, General Passenger Agent

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A. G. GAIG, Passenger Traffic Manager, General Offices, Wilmington, N. C.  
W. H. WHITE, Gen. Pass. Agent, General Offices, Wilmington, N. C.

**Too Much Exercise.**  
Unfortunately a good many men have the conviction that they must keep exerting themselves all the time. They call every moment wasted which is not spent in activity of some kind, either physical or mental. Such men are taking the quickest means to burn themselves out. You cannot live well and keep happy under a constant and tyrannical sense of effort. There must be times of play, times to let up the tension and to do easy and natural things which don't require conscience and exact attention. Horace Bushnell, the great Connecticut minister, recognized this when he said, "Let's go sin awhile." Sinning has the advantage of being easy, and there are times when the easy thing is the right thing. A man who takes no time off for one kind of play or another, but who keeps the anxious, conscientious look on his face day in and day out, may be on the road to heaven, but he will find that the sanitarium is a way station.—Dr. Luther H. Gulick in Good Housekeeping.

**A Few Corrections.**  
A few things picked up from a child's schoolbook: Never say, "I don't think it will rain." What you mean is, "I do think it will not rain." "All over the world" is bad; say "Over all the world." "The reason why" is not only incorrect, but doesn't sound as well as "The reason that." In the King James version of the Bible, quoted by some authorities as a standard of pure English, one may find the following, which occurs in Isaiah xxxvii, 36: "Then the angel of the Lord went forth and smote in the camp of the Assyrians a hundred and fourscore and five thousand, and when they arose early in the morning, behold they were all dead corpses." In other words, the corpses arose early in the morning and found themselves dead. Don't say "A man fell off the dock." A man might fall into a dock, but to say that he fell off a dock is no better than to say he fell off a hole.

**Seventeenth Century Panegyrics.**  
George II. inquired why Milton did not write his "Paradise Lost" in prose. One sympathizes more with Stephen Duck, the peasant poet, who read the great epic over "twice or thrice with a dictionary before he could understand the language." We find ourselves somewhat at a loss to understand the language in which were couched the fulsome panegyrics of the late seventeenth century. Dr. Hill selects two which it would be hard to surpass. The first is Dryden's to Roscommon:

How will sweet Ovid's ghost be pleased to hear  
His fame augmented by a British peer!  
Cant goes almost farther in the second  
and blasphemy a good deal farther.  
It is Halifax's lament for Charles II.:  
In Charles, so good a man and king, we see  
A double image of the Deity.  
Oh, had he more resembled it! Oh, why  
Was he not still more like and could not die?

This seems unsurpassable. Yet if Dr. Hill had been concerned with the poems of Mr. Richard Duke he would doubtless have secured an almost equally startling couplet in memory of a monarch whose wit has been more often extolled than his virtue:  
Good Titus could, but Charles could never say  
Of all his royal life he lost a day.  
—Professor W. P. Trent in Forum.

**His Ambition.**  
A new vicar was being shown round the parish by his warden.  
"The natives are a hardy lot, sir," he said, "but you haven't seen Peter Sparks. He's the quaintest character in these parts."

This individual turned out to be the sexton, and he was discovered ringing the church bell.  
"Is not this bell ringing almost too much for you, my friend?" asked the vicar sympathetically, noting the bent figure of the old man. "You must be a great age?"

"Yessir, yessir," mumbled the old fellow. "Ow many years I've tolled the bell I can't tell ye, but it's beginning to tell on me. 'Owsoever, I've tolled the bell for five vicars."

"Dear me," ejaculated the clergyman uncomfortably.  
"And," continued the sexton, "I'll be happy when I've made up the 'alf dozen. I think I'll retire then!"—Glasgow Times.

**Judicial Wit.**  
"Her Christian name is Handel," explained a witness at West Ham, "but she didn't like it and took up Annie instead."

"Most people," observed the magistrate, "prefer a handle to their names." Which, considered judicially, would appear a brilliant sally.—London Tribune.

**Blood Poisoning**  
results from chronic constipation, which is quickly cured by Dr. King's New Life Pills. They remove all which is quickly cured by Dr. King's infuse new life and vigor; cure sour stomach, nausea, headache, dizziness and colic, without griping or discomfort. 25c. Guaranteed by Barclay & Grover Druggists.

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## SOUTHERN RAILWAY.

TWO TRAINS DAILY TO WASHINGTON AND NEW YORK.

Schedule Effective November 26, 1906.

No. 24/No. 30	Two Trains East.	No. 12	NORTH AND WEST
9 05a	Lv. Jacksonville, Fla. Ar.	7 45p	Ar. Jacksonville, Fla. Ry Ar
11 40a	Lv. Jacksonville, Fla. Ar	10 30p	Lv. Jessup, Ga. S. Ry. Lv
1 20p	Lv. Savannah, Ga. Ar	2 50a	Lv. Macon, Ga. S. Ry. Lv
6 55p	Ar. Columbia, S. C. Lv	3 20a	Ar. Atlanta, Ga. S. Ry. Lv
10 00p	Ar. Charlotte, N. C. Lv	7 30a	Ar. Rome, Ga. S. Ry. Lv
12 50a	Ar. Greensboro, N. C. Lv	8 25a	Ar. Dalton, Ga. S. Ry. Lv
2 05a	Ar. Danville, Va. Lv	9 45a	Ar. Chattanooga, Tenn. Lv
6 53a	Ar. Richmond, Va. Lv	6 20p	Ar. Lexington, Ky. C. & L.
4 17a	Ar. Lynchburg, Va. Lv	7 40p	Ar. Cincinnati, O. C. & L.
6 02a	Ar. Charlottesville, Va. Lv	8 40p	Lv. Cincinnati, O. Big 4 Ar
9 45a	Ar. Washington, D. C. Lv	7 10a	Ar. Chicago, Ill. Big 4 Lv
11 35a	Ar. Baltimore, Md. Lv	8 35p	Lv. Cincinnati, Pa. Lines Ar
1 45p	Ar. Philadelphia, Pa. Lv	7 10a	Ar. Chicago, Pa. Lines Ar
4 13p	Ar. New York, N. Y. Lv	8 45p	Lv. Cincinnati, O. C. & L.

Nos. 24 and 34—"New York and Florida Express." Daily Pullman Drawing Room Sleeping Car, Port Tampa and Jacksonville to New York.  
Nos. 30—"Washington and Florida Limited." Daily Pullman Drawing Room Sleeping Car, Jacksonville to New York. Dining Car.

No. 30 THROUGH LAND OF THE SKY.

No. 30	THROUGH LAND OF THE SKY.
7 55p	Lv. Jacksonville, Fla. Ar
12 15a	Lv. Savannah, Ga. Ar
6 00a	Ar. Columbia, S. C. Lv
1 50p	Ar. Asheville, N. C. Lv
2 37p	Ar. Hot Springs, N. C. Lv
6 00p	Ar. Knoxville, Tenn. Lv
8 50a	Ar. Louisville, Ky. Lv
6 12p	Ar. St. Louis, Mo. Lv
8 15a	Ar. Cincinnati, O. Lv

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JACKSONVILLE, FLA.

## INSPECTORS AND CLERKS.

List of Inspectors and Clerks appointed by the Board of County Commissioners, on October 17, 1906, for the General Election to be held November 6, 1906:

District No. 1—T. J. Lyle, J. S. Kinkaid and F. I. Robertson, Inspectors, and J. P. Lamb, Clerk.

District No. 2—W. E. Harrell, H. A. Thompson and J. R. Bassett, Inspectors, and W. A. Nobles, Clerk.

District No. 3—Will McLeod, J. O. Boatright and J. H. Hunter, Inspectors, and T. T. Hart, Clerk.

District No. 4—J. W. Grant, J. M. Tucker and A. J. Rice, Inspectors, and Y. H. Ballentine, Clerk.

District No. 5—T. H. H. Hunt, S. M. Martin and J. T. Green, Inspectors, and Bart Newburn, Clerk.

District No. 6—A. J. Miller, L. B. Barnes and H. W. Mosley, Inspectors, and G. P. Howell, Clerk.

District No. 7—Andrew J. Bass, T. P. Hurst and W. A. Mock, Inspectors, and W. L. Sullivan, Clerk.

District No. 8—J. A. DeBerry, J. M. Knight and J. H. Johns, Inspectors, and J. V. Brown, Clerk.

District No. 9—G. R. Stansell, Albert Hogan and W. O. Kenady, Inspectors, and F. J. Mallory, Clerk.

District No. 10—C. L. Sealey, L. A. Leggett and C. T. Laughinghouse, Inspectors, and J. E. M. Tedder, Clerk.

District No. 11—T. A. Mikell, J. T. Ward and H. C. Kight, Inspectors, and J. W. Mikell, Clerk.

District No. 12—D. S. Goss, D. H.

Wilson and Parks Lipsey, Inspectors, and S. D. Huggins, Clerk.

District No. 13—H. E. Delegal, G. W. Umstead and J. J. Corbett, Inspectors, and B. F. Umstead, Clerk.

District No. 14—T. C. Williams, L. B. Davis and W. L. McInnis, Inspectors, and C. F. O'Donnell, Clerk.

District No. 15—J. A. Gilley, T. J. Lanier and J. A. Cason, Inspectors, and W. L. Fuller, Clerk.

District No. 16—W. V. Goff, J. L. Pennington and W. E. Vann, Inspectors, and W. H. Mobley, Clerk.

District No. 17—J. S. Parker, W. H. Johnson and T. W. Scott, Inspectors, and H. B. Brown, Clerk.

A. LEE HUMPHREYS,  
Chairman.

J. W. BRYSON, Clerk.

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## NOTICE.

All persons indebted to Drs. Anderson and Creekmore or Dr. T. S. Anderson will come and settle. All accounts must be settled by January 1, 1906.

10-12-2m